

In the Claims:

Please cancel claims 1 to 7 and add claims 8 to 14.

Listing of Claims:

The listing of claims will replace all prior versions of claims in the application:

Claims 1 to 7 (Cancelled).

8. (New) An arrangement for controlling the torque of a drive unit of a vehicle, the arrangement comprising:

first means for determining a desired value for the torque to be outputted by the drive unit;

5 second means for adjusting the desired value while considering loads of the drive unit;

said second means functioning to correct the torque, which is to be adjusted, in dependence upon the loss torques of the drive unit and/or on the torque requirement of additional consumers which load the drive unit; and,

10 said second means functioning to weight first loss torques of the drive unit and/or a first torque requirement of the additional consumers, which load the drive unit, in dependence upon motor rpm and on an idle rpm desired value of an idle rpm control for correcting the torque to be adjusted but only when
15 the time-dependent course of the first loss torques and/or of the first torque requirement is free of jumps during operation of the

drive unit or of the consumers.

9. (New) The arrangement of claim 8, wherein said second means carries out the weighting by means of a quotient of the idle rpm desired value and the motor rpm.

10. (New) The arrangement of claim 9, wherein said second means derives a weighting factor for the weighting from the quotient by means of a characteristic line.

11. (New) The arrangement of claim 8, wherein said second means additively considers the weighted first loss torques and/or the weighted first torque requirement for correcting the torque to be adjusted.

12. (New) The arrangement of claim 8, wherein said second means considers second loss torques of the drive unit and/or a second torque requirement of the additional consumers, which load the drive unit, only additively to correct the torque to be
5 adjusted when the time-dependent course of the second loss torques and/or of the second torque requirement is burdened with jumps during operation of the drive unit or of the consumer, especially during shifting operations.

13. (New) The arrangement of claim 12, wherein the second loss torques include loss torques which occur, for example, during a switchover from homogeneous operation into a stratified charge operation in a drive unit having direct injection including a

5 spark-ignition engine.

14. (New) The arrangement of claim 12, wherein the second loss torques include loss torques which occur with a switchoff of individual cylinders and/or of individual valves of the drive unit.